

SUNDAY OUTINGS AROUND CAPITAL

CONTINUED FROM PAGE EIGHT.

ahead on Connecticut avenue passing Dupont Circle and Farragut Square to 157-Pennsylvania avenue opposite White House.

La Plata and Chapel Point. Thirty-two miles of Maryland State highway connect Washington with La Plata and the remainder of the distance to Chapel Point is over good dirt road. The trip is a favorite one for many who enjoy a trip into Southern Maryland and the prospect of a good meal at the end of the journey.

This section of Maryland was one of the earliest settled portions of the United States. Later this part of the State came into notice at the time Booth shot Lincoln, for it was over this road he made his escape. But let the person who wants to learn the history of this section point his motorcar toward La Plata and Chapel Point, and on arriving have some one who lived in the country "before de wah" narrate the incidents of local history. They will be interesting.

12-District Building. East on Pennsylvania avenue round the Peace Monument to the right.

13-Turn left into Capitol grounds.

14-Bear slightly to left into Pennsylvania avenue.

15-Turn right into Eleventh street over bridge.

16-Anacostia. Turn left into Good Hope road and up hill.

17-Good Hope. Turn right at store.

18-Fork. To left into Walker road.

19-Cross small iron bridge.

20-Silver Hill. Fork. Bear right.

21-Turn left into State road. Old frame house in grove of trees on right.

22-Cross iron bridge.

23-Camp Springs. Cross roads. Keep straight ahead.

24-Clinton. Cross roads. Keep straight ahead.

25-Turn left with wires.

26-T. B. Turn right, passing post-office on right.

27-Cross roads. Straight ahead.

28-Meet old road. Cross concrete bridge and turn right between fences.

29-Mattawoman cross-roads. Keep straight ahead.

30-Waldorf. Keep straight ahead on old road.

31-La Plata.

**ELECTRIC VEHICLE IS
BOOKED FOR BIG YEAR**

Association Has Increased 100 Per Cent, with Representatives Now in Largest Commercial Centers.

The development which the year 1913-14 has witnessed in the electric vehicle field is phenomenal. Starting off last year in October the Electric Vehicle Association had 47 members, with but two cities in which local organizations had been organized. Since that time the membership has been increased to approximately 500, about 100 per cent, and the sectional representation has expanded until it now includes New England, Chicago, Philadelphia, Washington, Cincinnati, San Francisco, Los Angeles, Pittsburgh, New York, Detroit, Cleveland, and Toronto, with expectations of having local sections in the immediate future in Buffalo, St. Louis, and three or four other cities.

In each of these local organizations efforts are being put forth to promote the sale and use of electric vehicles, both as a means of commercial and as a means to predict that these mediums will greatly facilitate electric vehicle development work in 1914-15.

The Cartercar Sales Company, Inc., local agents for the Cartercar and the Metz, report the sale of a large Cartercar, touring model, to Peter Fersinger.

Oscar A. Reed, of the Cartercar Sales Company, has just returned from an extended trip through Maryland, Virginia and West Virginia, where he established agencies for the Cartercar. Reed remarked that "business in the outlying districts in the motor field look more promising at present than here in Washington." Nevertheless, orders are being booked here each week for the Cartercar.

C. M. Dow, of "Humobile," reports the sale during the last week of Humobiles to A. Robert Elmore, touring model, and Miss L. Cooke, roadster.

Studebaker

Commercial Auto & Supply Co., 817 14th st.

The Trumbull Cyclecar \$425

Price, Complete

Try it 30 Days Free

So great are the merits of the Trumbull Cyclecar that we make the unique offer of allowing any responsible party to try it at our risk for 30 days. This gives you ample opportunity to demonstrate to your own satisfaction that the Trumbull is, indeed, the most wonderful of all light cars—handsome, durable, speedy, and economical.

For full particulars about this remarkable free trial offer apply to

THE TRUMBULL CYCLECAR COMPANY

1619 14th Street N. W.

J. E. DAUGHERTY,

General Manager

HERE'S A RECORD TO BEAT.

This Great-grandmother Delights in Driving Her Own Car.

Thanks to advances made in equipment and the development of the control, women can handle and enjoy the gas-line automobile with the same confidence and freedom as men. The ladies began to take more interest in driving when an efficient method of starting was developed. Gradually more and more of the fair sex took to the wheel, and now even the great-grandmothers are piloting cars.

The reference to the great-grandmother is not a rhetorical flourish but a sales fact, for along comes C. C. Bowers, of the Cadillac Automobile Company, of Indianapolis, who reports that such a state of affairs exists in his line.

The great-grandmother is Mrs. Ella Smith, of Indianapolis, who bought a Cadillac and proceeded to give the entire family of four generations a ride. The four generations included her son, W. H. Smith, her grandson, H. R. Smith, and her great-granddaughter, Mary Louise Smith.

Mrs. Smith enjoys driving her own car, and says she does not find it difficult or taxing on her strength.

CHINA ASKS ARREST OF HWONG

Assents General and Others Are Organizing Military Expedition.

Special to The Washington Herald.

San Francisco, Aug. 1.—Formal request was made to government officials here yesterday by Chinese Consul General S. C. Shu for the arrest of Gen. Hwong Hsing, Lin Sun, and other revolutionary leaders. It being alleged that they are breaking laws.

Consul General Shu bases his request on the revised Federal statutes, and charges that Gen. Hwong and the Chinese Nationalist League of America are "setting on foot a military expedition" from this country, and in preparation for that expedition are collecting money throughout the United States.

KIEL HARBOR IS CLOSED.

Kiel, Germany, Aug. 1.—The command of the Baltic station has issued the following drastic order for the government of navigation:

"Until further notice, a practical blockade of Kiel harbor will be in effect, both day and night. The closed area lies within the navigation channel and may be passed only with the help of special naval pilots. All vessels arriving or leaving must wait until a pilot comes on board. Navigation of the closed area during mist or fog will not be permitted, even with naval crews."

AGREE ON HOME RULE.

London, Aug. 1.—A dispatch from Belfast today reports that an agreement has been reached in the home rule situation which is satisfactory to the Ulsterites.

Owing to the serious nature of the impending European war the second reading of the amending bill to the home rule measure has been postponed until the situation clears, but it is probable that it may be dropped altogether and that the home rule bill will go on the statute book when Parliament is prorogued, about August 14.

DUTCH ARMY MOBILIZING.

The Hague, Aug. 1.—A decree ordering urgent general mobilization of the Dutch army was signed by Queen Wilhelmina this afternoon.

TROOPS CALLED TO ARMS.

Brussels, July 31.—The Belgian government has decided to mobilize its troops.

MILITANTS DECLARE A TRUCE.

Won't Harass British Government During War Crisis.

London, Aug. 1.—All militancy on the part of the women endeavoring to obtain equal suffrage in England will be suspended during the present war crisis.

Orders to this effect were issued today from the headquarters of the Women's Social and Political Union, and covers all England.



MOTORCYCLE NOTES.

What promises to be the biggest and most successful event of its kind ever conducted by the National Capital Motorcycle Club began at 2 o'clock yesterday afternoon, when T. O. Wansleben checked out from the Tenth street clubrooms and started on the fifty-five-mile run to Rock Point, Md. Mr. Wansleben was accompanied by Karl Schuerger, vice president of the club, and the two will act as checkers to receive the riders who had entered the sealed time contest which was one of the features of the two-day outing of the club.

The official starting time had been advanced three hours in order to accommodate a number of riders who wished to make an early start, and at 3 o'clock the first detachment checked away from the club headquarters.

Other contestants left at intervals during the afternoon until 6 o'clock, when the main body of riders was checked out at intervals of one minute until all had departed. These riders, all of whom were members of the club, were competing for prizes consisting of a riding suit, a motorcycle tire, a pair of gloves, and a dozen cans of oil. The prizes will be awarded to the riders whose time for the run from Washington to Rock Point most nearly corresponds to the unknown time set by a member of the club two weeks ago.

The contestants were accompanied by many of their friends from among the riders of Washington and vicinity who are not affiliated with the club. Among the riders, both contestants and guests, were several sidecar combinations and many of the machines were equipped with tandem attachments carrying two riders. The prizes will be awarded to the riders whose time for the run from Washington to Rock Point most nearly corresponds to the unknown time set by a member of the club two weeks ago.

The business meeting of the National Capital Motorcycle Club last Wednesday night was largely taken up with discussion of the socialability and sealed time run to Rock Point, the committee in charge making final report and the last details of arrangement being made.

H. Cross, W. F. Throp and T. O. Wansleben, the committee which had charge of the preliminaries of the run, were instructed to continue as an entertainment committee to provide amusement for the riders and their guests at Rock Point.

A feature of the last meeting of the National Capital Motorcycle Club was the presence of two dusky troubadours, who enlivened the session with their music, vocal and instrumental. Their presence recalled to mind the winter meetings of the club, when music and refreshments are incidents of nearly all meetings.

Mr. and Mrs. T. O. Wansleben and Tom, Jr., attended the wedding of Joseph W. Masi and Miss Mable I. Carpenter, at St. Paul's Church, last Tuesday evening. This is probably the first time in Washington that a sidecar combination has been numbered among the vehicles present at such an occasion.

Ellis R. King, who is in camp with the National Guard at Virginia Beach, is planning an extended sidecar tour upon his return from the encampment. The destination of the tour and the identity of the passenger are deep mysteries.

The National Capital club's run to Landsdowne, Md., last Sunday was as successful as such runs always are. The attendance was not large, but those present had an enjoyable time.

E. W. Bliss has just completed a trip to Chicago and return, in which more than 2,000 miles were covered with sidecar combinations as the transportation agent.

Many tandem outfits were seen on the Baltimore road last Sunday, and it was easy to pick out the Washington riders from the fact that the local machines were invariably equipped with the required canvas guard over the rear wheel and a tandem attachment. Maryland riders are permitted to carry passengers without restriction, many of the passengers riding on the luggage carriers without saddle or foot-rests, and a few cases

of tank-riding were seen. Washington riders are showing a disposition to equip their machines as required by the new traffic regulations.

STUDEBAKER PUBLICITY PLACED IN NEW HANDS

George L. Willman, as Advertising Manager, Is Expert in His Line.

HAS RECORD AS A HUSTLER

E. R. Benson, vice president of the Studebaker Corporation, in charge of distribution, announces the appointment of George L. Willman as advertising manager of that company, to take effect August 1.

Mr. Willman assumes a task for which he is especially fitted by temperament and for which he has exceptional training by experience. Educated at Carroll College, Wisconsin, and Harvard University, he came to Detroit from Boston in 1907 to take charge of the publicity work of the Bell Telephone Company.

Since then he has also been associated with the advertising departments of some of the larger motorcar companies of Detroit and has acquired by practical experience not only a wide knowledge of this branch of salesmanship, but also has made a special study of motorcar mechanics. It is this latter feature of Mr. Willman's equipment that will make him of exceptional value as an advertising manager in a corporation as large as the Studebaker.

Mr. Willman is quite familiar with the work of the Studebaker's advertising department and the policy pursued by this company, as he was assistant advertising manager when William S. Pettit was in charge of the publicity. Shortly after the departure of Mr. Pettit, Mr. Willman was appointed business manager of the Detroit Board of Commerce. While engaged in this work he was one of the prime factors in establishing a course of very successful lectures on advertising and salesmanship. The officer of the board since his departure with deep regret.

Since Mr. Pettit left the Studebaker the work of the department has been ably directed by Paul Hale Bruske, who assumed this task successfully during the interim in addition to his work as manager of publicity and editor of Studebaker News. Mr. Bruske will continue as manager of these departments.

Central and South America in their present mood of antagonism to the United States are not in the class with this black ink. There are seven revolutions in progress at the present moment, one in Haiti and six in Santo Domingo.

Besides this, innumerable bands of cacos or bandits plunder the rich plantations daily and flee into the mountain retreats if pursued.

For 100 years the island has been in a state of anarchy, and so there has been the slaughter that it has actually reduced the population. And this in one of the most fertile and beautiful garden spots on the face of the earth.

The Spanish settled the east end of the island, now called Santo Domingo, and the French the west, or Haiti. A mountain range separates the two. Besides the civil wars without and the two little nations have been from time to time ravaging each other's country ever since their white masters were massacred by the colored natives.

Germany is the Sore Spot. But the clouds would not be so threatening if it were not for Germany. The Kaiser's steamship companies will use the Panama Canal more than any other nation.

Not long ago Germany thought she would get the good harbor of Mole St. Nicholas, twelve hours sail from the American naval base of Guantanamo. It was a great effort that Uncle Sam prevented the Kaiser from seizing this.

**IT'S THE MOTOTRUCK
THAT DOES FAST WORK**

Facts Show that Contractor Who Does Not Use Them Falls Behind More Progressive Competitor.

Success of the high-grade mototruck in cutting hauling costs for contractors in the past year or two has been so striking as to affect seriously the ability of the contractor who does not use trucks to meet the figures of his more progressive competitor.

This is especially the case where a large amount of excavation is to be done under circumstances where it is possible to use a steam shovel and mototrucks, and also upon contracts where large amounts of gravel, sand and other building material must be moved.

Figures supplied by a large number of contractors who use mototrucks show that the installation of the trucks with dumping bodies and often with trailers have cut hauling costs for them to the extent of 50 to 75 per cent per truck.

It is plain that on a job that requires two or three months' work a daily saving of that amount will reach a total which gives the truck-using contractor a large margin of advantage in the bidding. The result has been an unprecedented demand among contractors for dumping trucks. The situation is such that close observers of the market believe that in a year or two all the work of this nature will be done by them.

HERE'S A RECORD TO BEAT.

This Great-grandmother Delights in Driving Her Own Car.

Thanks to advances made in equipment and the development of the control, women can handle and enjoy the gas-line automobile with the same confidence and freedom as men. The ladies began to take more interest in driving when an efficient method of starting was developed. Gradually more and more of the fair sex took to the wheel, and now even the great-grandmothers are piloting cars.

The reference to the great-grandmother is not a rhetorical flourish but a sales fact, for along comes C. C. Bowers, of the Cadillac Automobile Company, of Indianapolis, who reports that such a state of affairs exists in his line.

The great-grandmother is Mrs. Ella Smith, of Indianapolis, who bought a Cadillac and proceeded to give the entire family of four generations a ride. The four generations included her son, W. H. Smith, her grandson, H. R. Smith, and her great-granddaughter, Mary Louise Smith.

Mrs. Smith enjoys driving her own car, and says she does not find it difficult or taxing on her strength.

CHINA ASKS ARREST OF HWONG

Assents General and Others Are Organizing Military Expedition.

Special to The Washington Herald.

Paris, August 1.—The sensation of the hour is the severe criticism of the French army made by Charles Humbert, chairman of the army committee in the senate.

M. Humbert said that the French field artillery is becoming inferior to that of Germany.

"As regards the 'garrison artillery,'" said the speaker, "our position is no better. The garrison commanders have for a long time been asking in vain for an increase in their stores."

M. Humbert declared the French manufacturers supplied the French army with armored turrets which were inferior to those furnished to foreign countries. He said that the supply of ammunition is insufficient.

They are also short of 2,000 pairs of boots. It was pointed out that soldiers would have to start for the front with no boots but those on their feet.

At the present moment, moreover, there is only sufficient equipment to cross the Rhine. The fortifications of the forts from Toulon and Verdun have not been improved since 1913.

M. Humbert concluded by saying that the French army was in a state of complete demoralization and that the French government had been asked for national defense had been entirely wasted.

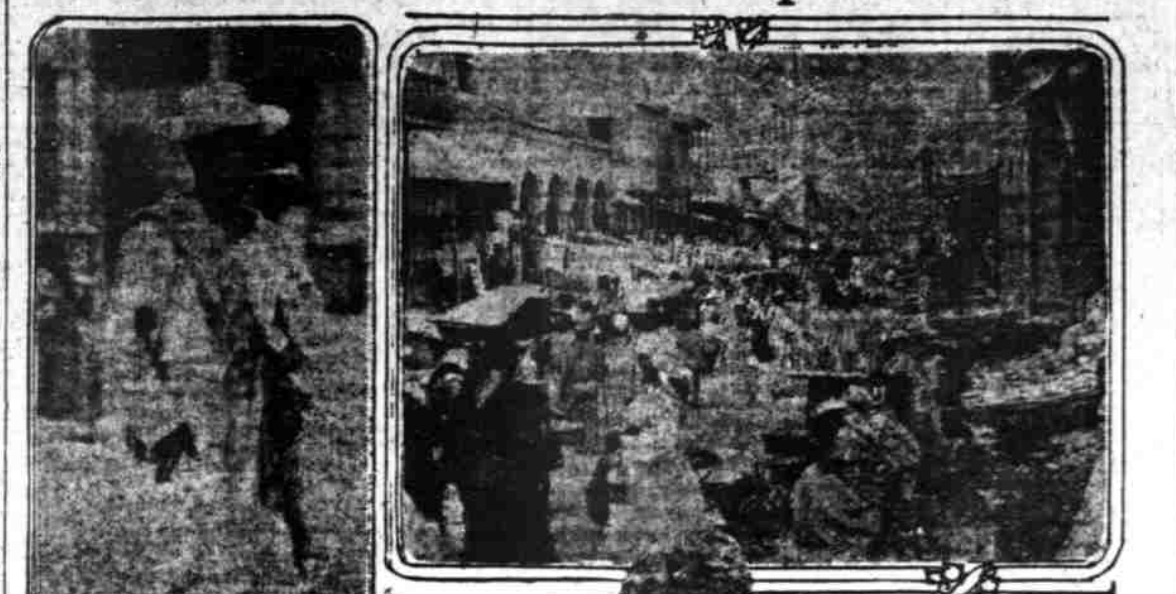
M. Messimy, minister for war, said he could not reply to M. Humbert, having received no notice of the statements he had made. He admitted that most of the facts taken separately were correct.

AGREE ON HOME RULE.

London, Aug. 1.—A dispatch from Belfast today reports that an agreement has been reached in the home rule situation which is satisfactory to the Ulsterites.

Owing to the serious nature of the impending European war the second reading of the amending bill to the home rule measure has been postponed until the situation clears, but it is probable that it may be dropped altogether and that the home rule bill will go on the statute book when Parliament is prorogued, about August 14.

Diplomatic Tempest Raves in Haiti MONROE DOCTRINE TREMBLES IN THE BALANCE Dozen American Warships On Scene



A receivership by the United States isn't such an ideal state either. In 1902-03 the United States put Santo Domingo through international bankruptcy and since then has administered the customs. President Taft, com. and President have gone, but the American marines have kept the customs houses inviolate. As a result the customs receipts leaped mightily for a while, and the amount going to the government after bond payments increased. This has had the effect of making the supreme control something more worth while fighting for, and Presidential regimes have been short. Instead of one revolution, as in Haiti, San Domingo has six today and plenty of "statesmen" ready to start new ones on a few old rifles and a runabout.

But the United States had to take over the receivership, for as Europe did it still less would President Wilson like to have German and English custom officers in Port au Prince, the capital of Haiti.

So disastrous would such an outcome be considered that the United States did not wish even to have the proposal presented. Increasing influence in Haiti is viewed with lively apprehension.

Theodore Versus Zamor.

The present cycle of revolution in Haiti—which is pure black—started with a revolution last winter against President Oreste by Senator Davila, Theodore and Charles Oreste Zamor. The United States supported the Oreste government, but not strongly enough. Oreste lost heart and abdicated. American, British and German marines are landed at Port au Prince to preserve order. Then, as Huerta turned on Felix Diaz at the end of the "decena tragica" of Mexico City, the Zamor brothers routed the forces of Senator Theodore. Oreste Zamor compelled the Congress to elect him President and appointed his brother minister of the interior. Senator Theodore has continued his "revolt" ever since and the "cocos" are so numerous that the operation of railroads or the conduct of industries of any sort is practically impossible.

Meanwhile the United States—although it refused to recognize Huerta in supporting Zamor. It hopes the Zamor government will get to such a pass that it will ask the United States to step in and take charge. Secretary Bryan desires to have the request come from Haiti—he would have to have to order the marines in without Haiti's consent.

Conditions in San Domingo at present with six revolts against President Bordas in progress are scarcely better than in Haiti. The island is one of the richest in the world in natural resources and was a land of plenty under the Spanish and French. But now San Domingo has been laid waste until revenues threaten to fall below the amount of the weekly payroll before Gaby Dery's men have taken over.

If this occurs the United States will have to step in with a stronger hand.

The United States has been unfortunate in the least in its minister to Hayti, James Mark Sullivan. He is unpopular because he has consistently supported President Bordas. The people of San Domingo say Bordas has never carried out any of the promises he made when he came into power and that Sullivan should have allowed the revolutionists to turn him out.

Germany and Great Britain and the other creditor nations back her up. Europe should have a voice in running the little republic. She is not willing that the United States take over the customs house, as in San Domingo, without enough of the duties to meet bond payments and then turn the rest to whatever government is in power. She contends that the United States has no greater interest in running Haiti than the great shipping nations of Europe.

That is the situation the United States faces. It is worrying President Wilson and Secretary of State Bryan and the two foreign committees of the House and Senate exceedingly.

**CRITICISM OF ARMY
SENSATION IN PARIS**

Chairman of Senate Army Committee Declares Field Artillery Is Inferior to that of Germany.

MINISTER ADMITS IT IS TRUE

Special Cable to The Washington Herald.

Paris, August 1.—The sensation of the hour is the severe criticism of the French army made by Charles Humbert, chairman of the army committee in the senate.

M. Humbert said that the French field artillery is becoming inferior to that of Germany.

"As regards the 'garrison artillery,'" said the speaker, "our position is no better. The garrison commanders have for a long time been asking in vain for an increase in their stores."

M. Humbert declared the French manufacturers supplied the French army with armored turrets which were inferior to those furnished to foreign countries. He said that the supply of ammunition is insufficient.

They are also short of 2,000 pairs of boots. It was pointed out that soldiers would have to start for the front with no boots but those on their feet.

At the present moment, moreover, there is only sufficient equipment to cross the Rhine. The fortifications of the forts from Toulon and Verdun have not been improved since 1913.

M. Humbert concluded by saying that the French army was in a state of complete demoralization and that the French government had been asked for national defense had been entirely wasted.

M. Messimy, minister for war, said he could not reply to M. Humbert, having received no notice of the statements he had made. He admitted that most of the facts taken separately were correct.

AGREE ON HOME RULE.

London, Aug. 1.—A dispatch from Belfast today reports that an agreement has been reached in the home rule situation which is satisfactory to the Ulsterites.

Owing to the serious nature of the impending European war the second reading of the amending bill to the home rule measure has been postponed until the situation clears, but it is probable that it may be dropped altogether and that the home rule bill will go on the statute book when Parliament is prorogued, about August 14.

DUTCH ARMY MOBILIZING.

The Hague, Aug. 1.—A decree ordering urgent general mobilization of the Dutch army was signed by Queen Wilhelmina this afternoon.

TROOPS CALLED TO ARMS.

Brussels, July 31.—The Belgian government has decided to mobilize its troops.

MILITANTS DECLARE A TRUCE.

Won't Harass British Government During War Crisis.

London, Aug. 1.—All militancy on the part of the women endeavoring to obtain equal suffrage in England will be suspended during the present war crisis.

On the right is a leading citizen of Haiti, the black republic, questions over which now threaten the Monroe doctrine and our sovereignty of the Panama Canal. Below are two native belles. Above on the right is a street scene in Port au Prince, capital of Haiti.

desirable bit of Windward Passage. It was a bitter disappointment to German sailors, who are in great need of a coaling station on the Caribbean.

Then the German bankers placed two loans with Haiti at the rate of interest. These loans this spring were on terms so extortionate that Wall Street money kings would have been denounced if they had made them. Now the Berlin bankers are asking the German government to force payment and the Kaiser's diplomats are requesting the United States to perform this service.

But right here a difference of interest arises. Europe should have a voice in running the little republic. She is not willing that the United States take over the customs house, as in San Domingo, without enough of the duties to meet bond payments and then turn the rest to whatever government is in power. She contends that the United States has no greater interest in running Haiti than the great shipping nations of Europe.

That is the situation the United States faces. It is worrying President Wilson and Secretary of State Bryan and the two foreign committees of the House and Senate exceedingly.

**SAY "MR. POLICEMAN"
OR TROUBLE BEGINS**

In Berlin a Gentleman Said Just Plain "Policeman" and Was Fined for "Insult."

Special Cable to The Washington Herald.

Berlin, August 1.—Two gentlemen farmers, named Kempe and Krueger, have just been haled into court, and one of them fined for refusing to address a policeman as "Mr. Policeman."

They were visiting Berlin, and had been out for an evening's entertainment with their wives. On returning to their hotel they had a dispute with a taxicab driver. The quarrel grew and other drivers joined in on behalf of their colleagues. Kempe therefore called out: "Policeman" to an officer of the law standing near. That official did not take any notice, and Kempe going up to him asked why he did not respond when called upon.

"I only intervene," said the policeman. "When I am referred to as Mr. Policeman."

Kempe replied that as a reserve officer he did not feel himself bound to call a policeman "Mr." any more than he would an inferior officer. For this remark the policeman arrested Kempe, with the aid of another guardian of the law.

Krueger then came up, and, touching his friend, so bringing out his handcuffs, quietly, as nothing could be really brought against him. Another policeman regarded the touch on the arm as an effort on the part of Krueger to rescue his friend, so, bring out his handcuffs, he put them on Krueger so tightly that the gentleman cried out, "You will burst my veins."

The two men were taken off to the police station and were released after several hours. In court they were charged with having insulted the official, related police authority,